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a labor service battalion, at

Kunmadaras airfield. The battalion worked on the extension and improvement of the field together with the state-owned enterprise for above ground construction No 13/3. This enterprise employed about 2,000 laborers at the field. A superintendent at the field stated that the construction activity had been started in late 1949 or in early 1950 and was schoduled for completion by the end of the five year plan.

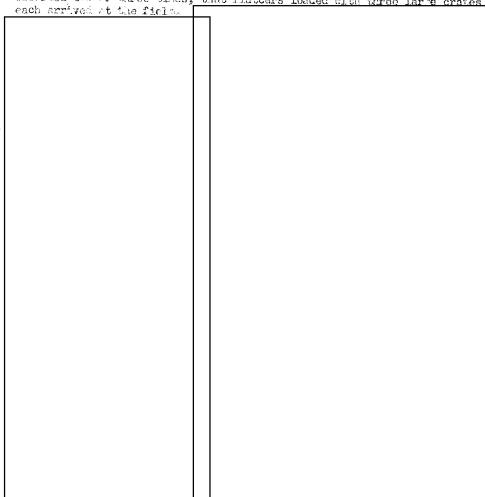
- The airfield was located about 1 bilometer south of Kunmadaras. It extended about 3,000 meters in an east-west direction and 1,500 to 2,000 meters in a north-south direction. Except for the western edge where the field was bordered by the Karcag railroad line, it was surrounded by open fields. The only obstacle in this area was the Kunmadaras church tower. The field had a sodded surface and black soil. In long rainy periods, the ground became soft and drainage pits were dug several meters deep. There were two approach roads to the field which branched off from the secondary highway from Kunmadaras to Karcag. These approach roads were partially concreted and were to be concreted in their entirity. The entrances at the field were guarded. There was one railroad connection to the Kunmadaras-Karcas railroad line and one narrow gauge railroad line, which was being dismantled extended to the Kunmadaras brickyard. east-west runway was at least 2,500 meters long and had a concrete surface about 20 cm thick. The concreted taxiway north of the runway was 25 to 30 meters wide and had somi-circular concrete areas at its northern edge. Another concrete taxiway led to the hangar which was 20 x 40 meters large and also housed remain shops.
- 7. Two fuel dumps were located north of the taxiway. The one to the east had four semi-underground iron fuel containers which were 1.20 m above ground. There were also eight to ten tank cars at the field. Store houses at the field included three one-story windowless houses north of the northwestern corner of the field. They were constantly guarded and probably contained argumition. Another storage building, about 10 m h0 m was located about 2.5 to 3 km west of the field, and a motor vehicle repair shop, 12 m 30 m, was located next to the fuel dump. *
- 3. A radio installation, probably a DF station was located about 11 km, southwest of the airfield. An underground cable line, about 10 cm deep, which had been haid by the postal service connected the airfield with this DF station. The DF station consisted of a building, about 10 m 20 m, with an antenna, about 10 m long, on top of the building. The instruments of a meteorological station were seen on the reef of the flight control building at the airfield.
- 9. A barbed wire fence on courage bases was leading along the eastern and northern edges of the field. It the entrances of the two approach roads there were turnpikes. The guards at the turnpikes were constantly supervised by an officer. Another guard house was located in the northeastern portion of the field. There were always guards patrolling, and civilians at the field were constantly checked. The explanation of the field were constantly checked. The buildings were all painted light grey.
- 10. There were 300 to 100 Hungarian Air Force personnel stationed at the field. It was noticed that there were unusually many officers and HCOs among them. In addition to the Hungarian personnel, about 20 Soviet officers and HCOs were also stationed at the field. In about January 1952, the Hungarians were issued new Soviet uniforms. Officers and HT were blue epaulets with winged propellers or small aircraft as insignia, probably to identify flying and ground personnel.

COLFEDERNIAL

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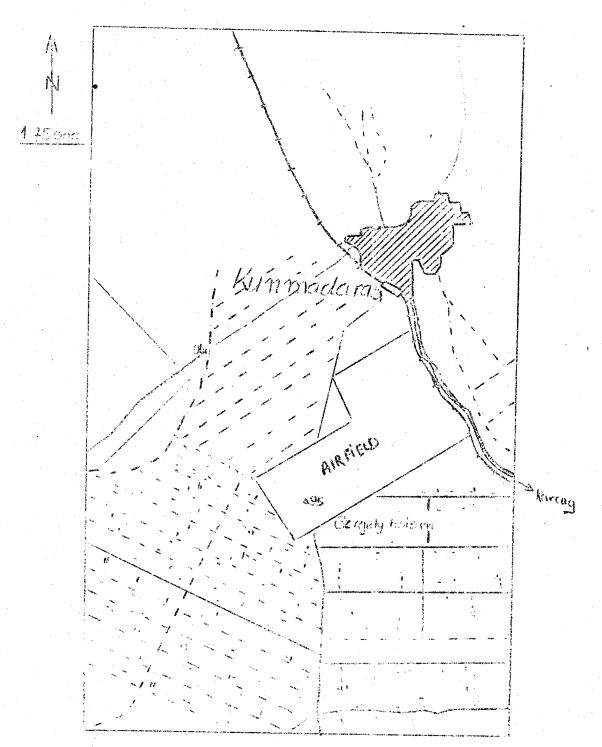
Il. The aircraft were parked along the airfield border. In September 1951, about 15 Jet fighters were stationed at the field, and in January 1952, 30 to 32 Jet fighters were observed here. The jet aircraft had the intake openings in the none and the exhaust openings in the tail. They were rideving planes with a very pronounced sweep-back of the slightly dihedral wings. The single rudder assembly had a vertical stabilizer with a very pronounced sweep-back of the slightly dihedral wings. The single rudder assembly had a vertical stabilizer with a very pronounced back and the horizontal rudder set high on the fin. There were also four or five single-engine monoplanes and three or four biplanes stationed at the field. The single-engine monoplanes had slightly dihedral wings with the leading and trailing edges tapering toward the rounded wing tips and retractable landing gears. The biplanes were fitted with radial engines. Only individual take-offs and landings were observed. The jet aircraft generally circled once or twice over the field. Detween Jeptember 1951 and January 1952, it was ILLEGIB observed two or three times, that flatears loaded with three large crates

ILLEGIB



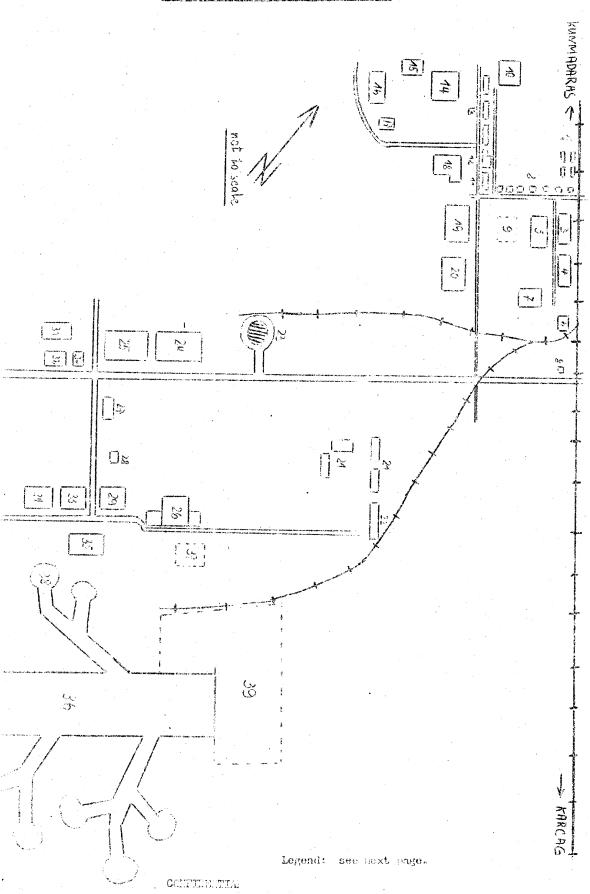
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Location Sketch of Kunmadaras Airfield



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Layout Sketch of Kunmadaras Airfield



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Legend:

- 1 Temperary prison camp.
- 2 One-story buildings, billets of married officers
- 3 Officers quarters, three-story building
- h Officers quarters, two-story building
- 5 Officers quarters, two-story building
- 6 Store, one-story building
- 7 Quarters of the guard detail for the convicts
- 3 Guard house
- 9 Duilding under construction
- 10 Mospital, one-story building
- II Unidentified building
- 12 Library and auditorium
- 13 Three one-story warehouses
- 11 Cfficers quarters
- 15 Unidentified building
- 16 Unidentified building
- 17 One-story storage building
- 18 Messialls
- 19 Three-story WI quarters
- 20 Three-story El quarters
- 21 Temporary wooden buildings
- 22 Temperary weeden buildings
- 23 Fuel dum
- 21; laraces
- 25 Jarages
- 26 Jangar
- 27 Juard house
- 28 Singb-story building
- 29 Single-story building
- 30 Single-atory building
- 31 Pinglo-story building

CO. FIDE TIAL

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CONTINUENTAL

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Legend cont'd:

- 32 Single-story building
- 33 Single-story building
- 34 Single-story building
- 35 Flight control building, single-story building with tower
- 36 Concrete rummay, about 30 x 3,000 m.
- 37 Excavation
- 38 Concreted area, probably hardstands
- 39 Fenced-in area with hardstand for jet aircraft.

S. FULUIM

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